



**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION**
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813-5097

IN REPLY REFER TO:

November 5, 2015
1:30 pm
State Capitol, Room 211

FEDERAL GRANTS DRAWDOWN INFORMATION BRIEFING

Senate Committee on Ways and Means

The Department of Transportation (DOT) is pleased to provide the Senate Committee on Ways and Means the following information.

(1) The name and a brief description of the federal program, the draw down for which is an issue. The description should summarize the types of projects that may be funded by the federal grant and any requirement for State or other local matching funds.

AIRPORTS Division (DOTA) – The Federal Aviation Administration (FAA) administers the Airport Improvement Program (AIP) grants for the planning and development of public-use airports. The grant covers 75% of eligible project costs at large and medium hub airports and 90% of eligible costs at small airports. Eligible projects include those improvements related to enhancing airport safety, capacity, security, and environmental concerns. Any professional services that are necessary for eligible projects — such as planning, surveying, design and construction management — are eligible. Airport operators must provide the local match for the grants, using special funds, passenger facility charges, bonds or other resources. Examples of eligible projects include:

1. Airfield projects;
2. Support Facilities (Aircraft Rescue and Fire Fighting Station, Hangars, etc);
3. Terminal - Common Use (restrooms, common areas, non-leasable areas);
Passenger Loading Bridges, Systems;
4. Fire Trucks;
5. Studies (Wildlife, Sustainability, Runway Safety, Pavement Mgt);
6. Airport Layout Plan Updates; and
7. Master Plans, Environmental Impact Statement (EIS), Environmental Assessment (EA), Noise Compatibility Studies.

HIGHWAYS Division (HDOT) – An annual allocation of federal funds for surface transportation is received through the highways appropriations bills. These highway appropriation bills authorize federal surface transportation programs for highways, highway safety, and transit. The Department received \$151.3 million

of obligation authority in 2015. The Department anticipates receiving similar amounts of obligation authority in 2016. Typically, these federal funds require a state match of 20% local funds.

The federal highway program is a reimbursement program. As such, work must first be completed; invoices received, processed, and paid; and then requests for reimbursements are submitted to FHWA for draw down of federal funds. For large multi-year construction projects, this can result in large federal fund balances as construction work progresses. For example, paving (and concrete pours for bridge decks) is done towards the end of the project and also the most costly item of work. As such, large draw down of federal funds often occurs towards the end of the project duration several years after funds are obligated.

There has been a historical trend within the DOT Highways Program where annual obligations of federal funds exceeded expenditures. This trend led to an unexpended obligation balance (pipeline balance) of about \$950 million in 2010. From then, HDOT has worked closely with FHWA and the 4 counties, who are sub-recipients of the federal program, to take significant steps toward redirecting the program, getting our funding and improvements on the road faster, and reducing the balance of the pipeline.

HDOT and FHWA are prioritizing expenditure of funds through several important steps:

First, HDOT pushed many of its resources into advancing the major projects that were in process into construction. All of those projects (PM Contraflow, Queen Kaahumanu Highway Phase 2, and Airport Viaduct Deck Repair) were placed in full construction mode. By the end of September 2015, the federal pipeline was reduced to \$656.6 million.

Second, HDOT worked with the Governor's office to streamline processes for expenditure of federal funds. This has helped to ensure that HDOT can hit key time frames imposed upon our federal program by FHWA. One key deadline is the ability to be able to provide Notice to Proceed to a contractor within 6 months of obligating a project. Processes that must occur in this time frame are bid advertisement, evaluation and award, contract execution, fund certification, creation of federal and state accounts, and contractor submittal review and approval. These are processes that have historically taken years for some of the major projects.

Third, HDOT has focused on project programming. Project timelines are developed to ensure that we spread out our obligation of projects throughout the year to ensure we are able to manage resources and expend the federal funds this year.

Lastly, we are working in partnership with Central Federal Lands, a branch of Federal Highways Administration, to deliver 11 bridge and infrastructure projects. This partnership will expedite project delivery, get projects to expenditure quickly, and develop a group of projects that are shovel ready so the State is in a better position to compete for additional available grant funding.

HDOT and FHWA have agreed to work together to reduce the obligated/unexpended total to \$450 million by the end of FFY 2018. FHWA and HDOT agree that these steps will put the HDOT on track to meet or exceed this goal. We will continue to improve the HDOT processes in partnership with FHWA.

- (2) A brief description of your department's duties in implementing the federal program.

AIRPORTS Division - Airports sponsors who accept a grant offer are also accepting conditions and obligations associated with the grant assurances. These include obligations to operate and maintain the airport in a safe and serviceable condition, not grant exclusive rights, mitigate hazards to airspace, and use airport revenue properly. There are 39 assurances that have to be complied with related to airport development, airport planning, and noise compatibility grant programs. These assurances include, but not limited to, sufficiency and availability of match funds, consistency with local plans, mitigation and removal of airport hazards, generation of revenues to be self-sustaining, and among others, compliance with all Federal laws, regulations, policies, guidelines, and requirements related to the use of Federal grant funds.

HIGHWAYS Division - HDOT administers, operates, manages, and maintains the state's highway program, which includes freeway, highways, arterial roads, bridges, sign structures, tunnels, traffic signals, drainage systems, and other related assets. HDOT also oversees the Counties use of federal highway transportation funds.

- (3) Data on the federal grant, which should include a list of the following by State fiscal year:

- (A) Total amount of the federal grant appropriated to the State;
- (B) Amount of the federal grant expended by the State;
- (C) Amount of the federal grant not expended by the State; and
- (D) Amount of the unexpended federal grant carried over to and expendable in the next State fiscal year.

Information available below are based on Federal Fiscal Year (FFY).

AIRPORTS Division:

- (A) Total amount of the federal grant appropriated to the State;

FFY2015	\$29,610,098
FFY2014	\$42,759,561
FFY2013	\$34,042,375
FFY2012	\$2,096,533

- (B) Amount of the federal grant expended by the State;

FFY 2015	\$10,116
FFY2014	\$9,040,022
FFY2013	\$30,851,510
FFY2012	\$1,719,367

(C) Amount of the federal grant not expended by the State; and

FFY2015	\$29,599,982
FFY2014	\$33,719,539
FFY2013	\$3,190,865
FFY2012	\$377,166

(D) Amount of the unexpended federal grant carried over to and expendable in the next State fiscal year.

FFY2015	\$29,599,982
FFY2014	\$33,719,539
FFY2013	\$3,190,865
FFY2012	\$0

If the federal grant requires a State/local match, please also provide similar data on the match.

FFY2015	\$9,065,085
FFY2014	\$13,247,636
FFY2013	\$1,692,702
FFY2012	\$0

HIGHWAYS Division:

(A) Total amount of the federal grant appropriated to the State;

Federal obligation limitations for the past three years are shown below:

FFY2015	\$151.3 M
FFY2014	\$154.5 M
FFY2013	\$169.8 M

(B) Amount of the federal grant expended by the State;

FFY2015	\$264.8 M
FFY2014	\$223.5 M
FFY2013	\$211.4 M
FFY2012	\$199.1 M
FFY2011	\$233.9 M

(C) Amount of the federal grant not expended by the State; and

HDOT has exceeded annual allocation for the past five years as noted below:

FFY2015	(\$100,964,597)
FFY2014	(\$73,081,323)
FFY2013	(\$30,040,830)
FFY2012	(\$29,074,344)
FFY2011	(\$60,025,789)

(D) Amount of the unexpended federal grant carried over to and expendable in the next State fiscal year.

HDOT has exceeded annual allocation for the past 5 years as noted above. Please refer to FHWA letter dated October 2, 2015 (attached) commending the State on reducing the unexpended federal obligation balance.

- (4) List of projects planned, but not commenced or completed, because of the delay in the draw down.

AIRPORTS Division – See attached table titled 4. FAA Airports Improvement Program Status.

HIGHWAYS Division – There is no delay in draw down. HDOT continues to work cooperatively with FHWA, other state agencies, and all four Counties in meeting the goal of reducing the federal pipeline to \$450 million by FFY 2018. HDOT has successfully reduced the federal pipeline by \$101 million in FFY 2015.

- (5) Reasons for the delay in the draw down.

AIRPORTS Division – Grants are issued based on bids. In the State procurement process the time between bid opening and Notice to Proceed is 116-130 working days. This causes about a 7 month delay before Federal funds can be drawn down.

DOT is working to meet the FAA annual target expenditure of AIP grant funds. The FAA target is heavily weighted to expend the majority of the federal funds by the second year after the grant appropriation. In 2015, DOT has made progress to meet the FAA goals for the 2nd, 3rd and 4th years after appropriation. However, work remains to meet the FAA goal for the first year after grant appropriation. DOT's efforts to meet the first year goal is affected by the timing of the FAA grant approval process and the state/DOT process to bid, award, execute contract, commence work, and process contractor's payments to expend the federal funds. FAA grants are issued following the bid opening and are based on the bid results. Following the bid opening, DOT must receive FAA concurrence and can only then proceed to execute the construction contract, issue a Notice to Proceed, and commence construction. This overall process resulted in delays in the draw down.

HIGHWAYS Division – When the federal Pipeline was first raised as an issue by FHWA, nine large construction projects constituted over \$300 million of the \$450 million targeted reduction. There were various issues that delayed these major construction projects, including environmental issues, bid protests, utility and rights-of-way issues, and others. Effort was focused on resolving the issues and expediting these projects into active construction. Active construction on these projects has since resulted in significant draw down of the federal pipeline balance.

- (6) A timeline and summary of the notices from federal agencies informing or warning the State or your department of non-compliance in the drawdown of federal grants. Please also attach copies of the notices with the testimony.

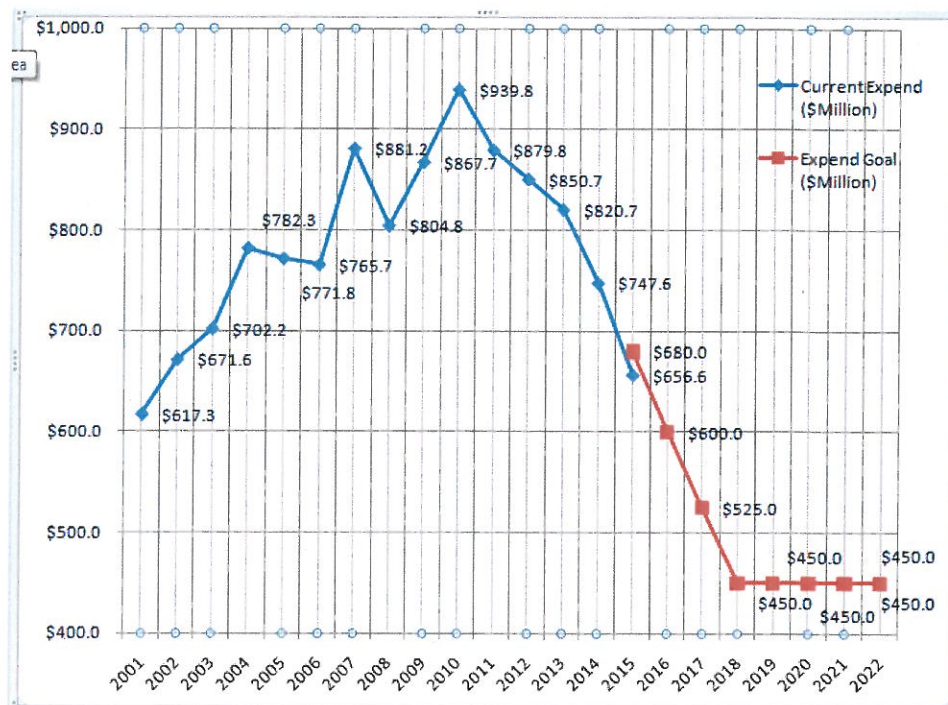
AIRPORTS Division – DOTA has not received a formal written notice of non-compliance. Delinquent draw downs are discussed and monitored at monthly status meeting with the FAA.

HIGHWAYS Division – There are no non-compliance issues. HDOT, FHWA, other State agencies, and the four Counties have all been working cooperatively together since 2011 to decrease the total federal funding balance to \$450 million by FFY 2018. HDOT's efforts have focused on resolving issues with the large complex construction projects, such that active construction could commence and thus generate federal reimbursements.

(7) Actions taken or planned by your department to remedy the federal grant draw down issue.

AIRPORTS Division – The DOTA is holding monthly meetings with the FAA to go through the AIP grant projects, and working together with the FAA and other State agencies to expedite the project to the extent possible. In addition, in the upcoming Supplemental budget requests, the DOTA is requesting that grant projects be initiated with special fund money before a federal grant is secured; and subsequently reimbursed with the federal grant after the federal grant is secured, so that the project is underway and the grant is spent quickly. DOT is working with the Governor's Office to streamline the CIP allotment process.

HIGHWAYS Division – HDOT continues to work cooperatively with FHWA to advance major complex construction project that are critical to the transportation needs of the state. HDOT has also entered into a partnership with Central Federal Lands to develop and reconstruct several bridges and other major highway projects to address critical needs in the State highway system. Through this partnership, several bridge and roadway construction projects will be advancing to construction further drawing down the federal pipeline balance as presented in the graph below.



Thank you for the opportunity to submit this testimony.

4. FAA Airports Improvement Program Status

FY	Location	Description	AIP Grant No.	State Proj No.	(A) Total Grant Amount	(B) Expended Amount	(C) Remaining Amount	(D) Carry Over	% Federal Grant Remaining	% FAA Grant Goal Remaining	Match Encumbered	Match Expended	Match Balance
2012	Port Allen Airport	CONDUCT WILDLIFE HAZARD ASSESSMENTS	3-15-0002-007	EK2513-13	150,000	84,715	65,285	0	57%	4%	15,000	6,471	8,528
2012	Upolu Airport	CONDUCT WILDLIFE HAZARD ASSESSMENTS	3-15-0003-005	EH4484-13	150,000	80,546	69,454	0	46%	4%	15,000	8,055	6,945
2012	Honolulu International Airport	REHABILITATE RUNWAY 4L LIGHTING - PHASE II	3-15-0005-110	AO1022-15	1,796,533	1,574,105	222,427	0	12%	4%	766,760	522,130	244,630
2013	Statewide	UPDATE STATE SYSTEM PLAN STUDY (PAVEMENT MANAGEMENT PROGRAM)	AS1120-05, AS1120-06		2,500,000	2,083,978	416,022	416,022	17%	9%	525,000	301,203	223,797
2013	Statewide	CONDUCT STATE SYSTEM PLAN STUDY (STATEWIDE RUNWAY SAFETY PLANNING STUDY)	3-15-0000-005										
2013	Honolulu International Airport	REHABILITATE RUNWAY 4R - PHASE II	3-15-0000-006	AS1011-29	904,500	425,407	479,093	479,093	53%	9%	100,000	51,501	48,499
2013	Honolulu International Airport	REHABILITATE RUNWAY 4R - PHASE II	3-15-0005-113	AO1021-24	10,522,090	9,918,758	603,332	603,332	6%	9%	5,216,026	4,493,414	722,611
2013	Honolulu International Airport	REHABILITATE RUNWAY 04L/22R LIGHTING - PHASE III	3-15-0005-115	AO1022-15	575,492	489,091	86,401		15%	9%	245,604	187,246	78,358
2013	Honolulu International Airport	SUSTAINABLE MANAGEMENT PLAN (AIRPORT SUSTAINABILITY PLAN)	3-15-0005-116	AO1014-01	450,000	331,498	118,502	118,502	26%	9%	150,000	110,509	39,491
2013	Lanai Airport	REHABILITATE RUNWAY 03Z/21 LIGHTING	3-15-0012-016	AM4022-14	1,041,930	889,967	51,963	51,963	5%	9%	126,990	109,928	17,062
2013	Lanai Airport	IMPROVE RUNWAY 03Z/21 SAFETY AREA - PHASE II	3-15-0012-017	AM4022-15	15,078,803	14,138,326	940,477	940,477	6%	9%	1,964,233	1,512,583	451,650
2013	Kaalaheo Airport	REHABILITATE BUILDING (HANGAR 110) - PHASE II	3-15-0014-014	AO5021-12, AO5021-13	2,969,560	2,474,485	495,075	495,075	17%	9%	547,623	436,389	111,234
2014	Statewide	CONDUCT STATE SYSTEM PLAN STUDY (STATEWIDE RUNWAY SAFETY PLANNING STUDY) - PHASE II	3-15-0000-007	AS1011-29	1,026,705	168,908	857,797	857,797	84%	19%			
2014	Hilo International Airport	REHABILITATE RUNWAY 08/26	3-15-0004-044	CH1421-33	1,526,947	1,497,674	29,273	29,273	2%	19%	1,989,755	946,138	1,043,617
2014	Hilo International Airport	INSTALL PERIMETER FENCING (APPROX. 12,500 L.F.) - PHASE II	3-15-0004-045	AH1051-21	894,655	574,470	320,185	320,185	36%	19%	260,000	70,773	179,227
2014	Hilo International Airport	PREPARE SAFETY MANAGEMENT SYSTEM (SMS) MANUAL AND IMPLEMENTATION PLAN	3-15-0004-046	ES1910-15	100,000	252	99,748	99,748	100%	19%	10,000	25	9,975
2014	Hilo International Airport	CONSTRUCT AIRCRAFT RESCUE AND FIRE FIGHTING (ARFF) BUILDING - PHASE II	3-15-0004-047	AH1031-14	16,835,900	2,954,041	13,881,859	13,881,859	82%	19%	3,261,541	328,522	2,933,019
2014	Hilo International Airport	NOISE MITIGATION MEASURES FOR RESIDENCES WITHIN 65-69 DNL - PHASE III	3-15-0004-048	AH1071-16	1,765,530	71,245	1,694,285	1,694,285	96%	19%	318,070	8,775	309,295
2014	Honolulu International Airport	IMPROVE TERMINAL BUILDING (OVERSEAS TERMINAL METAL ROOF REPLACEMENT)	3-15-0005-117	AO1043-28	9,290,902	1,886,984	7,393,918	7,393,918	80%	19%	4,374,068	864,270	3,489,798
2014	Honolulu International Airport	IMPROVE TERMINAL BUILDING (IMPROVEMENTS TO SHUTTLE STATIONS - GATE 6-62)	3-15-0005-118	AO1041-13	6,010,455	1,825,100	4,185,355	4,185,355	70%	19%	5,158,120	746,827	4,411,293
2014	Honolulu International Airport	PREPARE SAFETY MANAGEMENT SYSTEM (SMS) MANUAL AND IMPLEMENTATION PLAN	3-15-0005-119	ES1899-15	250,000	210	249,790	249,790	100%	19%	82,500	53	62,448
2014	Honolulu International Airport	ACQUIRE ONE (1) AIRCRAFT RESCUE AND FIRE FIGHTING VEHICLE (STRUCTURAL PUMPER)	3-15-0005-120	FO1897-15	615,000	29,083	585,917	585,917	95%	19%	153,750	7,270	146,480
2014	Kahului Airport	PREPARE SAFETY MANAGEMENT SYSTEM (SMS) MANUAL AND IMPLEMENTATION PLAN	3-15-0006-050	ES1912-15	100,000	210	99,790	99,790	100%	19%	25,000	53	24,948

4. FAA Airports Improvement Program Status

FY	Location	Description	AIP Grant No.	State Proj No.	(A) Total Grant Amount	(B) Expended Amount	(C) Remaining Amount	(D) Carry Over	% Federal Grant Remainder	% FAA Grant Goal Remainder	Match Encumbered	Match Expended	Match Balance
2014	Molokai Airport	PREPARE SAFETY MANAGEMENT SYSTEM (SMS) MANUAL AND IMPLEMENTATION PLAN	3-15-0011-020	ES1908-15	49,600	189	49,311	49,311	100%	19%	4,950	19	4,931
2014	Lanai Airport	PREPARE SAFETY MANAGEMENT SYSTEM (SMS) MANUAL AND IMPLEMENTATION PLAN	3-15-0012-018	ES1906-15	49,500	189	49,311	49,311	100%	19%	4,950	19	4,931
2014	Lihue Airport	PREPARE SAFETY MANAGEMENT SYSTEM (SMS) MANUAL AND IMPLEMENTATION PLAN	3-15-0013-045	ES1911-15	100,000	252	99,748	99,748	100%	19%	10,000	25	9,975
2014	Kalaheo Airport	REHABILITATE BUILDING (HANGAR 110) - PHASE III	3-15-0014-015	AO5021-13	4,019,367	20,983	3,998,384	3,998,384	99%	19%	523,541	5,408	518,135
2014	Kalaheo Airport	CONDUCT WILDLIFE HAZARD ASSESSMENTS	3-15-0014-016	ES1887-15	125,100	252	124,848	124,848	100%	19%	12,510	25	12,485
2015	Statewide	CONDUCT STATE SYSTEM PLAN STUDY - SUSTAINABILITY SYSTEM PLAN FOR WATER INFRASTRUCTURE AT HNL, OGG, KOA, & ITO	3-15-0000-008	ES1919-16	1,700,000	0	1,700,000	1,700,000	100%	40%	433,700	0	433,700
2015	Honolulu International Airport	REHABILITATE RUNWAY LIGHTING 04L/22R (PHASE IV)	3-15-0005-121	AO1022-15	500,000	0	500,000	500,000	100%	40%	732,500	0	732,500
2015	Honolulu International Airport	WIDEN RUNWAY 08L/26R PHASE 1 FROM 150' TO 200' (200' X 12,300')	3-15-0005-122	AO1021-25	16,172,638	0	16,172,638	16,172,638	100%	40%	5,400,000	0	5,400,000
2015	Honolulu International Airport	UPDATE AIRPORT MASTER PLAN STUDY (AGIS SURVEY)	3-15-0005-123	AO1014-02	1,995,000	75	1,994,925	1,994,925	100%	40%	665,001	0	665,001
2015	Honolulu International Airport	INSTALL NOISE MONITORING SYSTEM	3-15-0005-124	AO1133-21	262,000	0	262,000	262,000	100%	40%	121,750	0	121,750
2015	Kona International Airport at Keahole	CONDUCT ENVIRONMENTAL ASSESSMENT STUDY FOR THE KONA ARFF REGIONAL TRAINING CENTER	3-15-0008-037	AH2011-06	289,460	8,047	261,413	261,413	97%	40%	28,440	896	27,544
2015	Molokai Airport	ACQUIRE ONE 1500-GALLON AIRCRAFT RESCUE & FIRE FIGHTING (ARFF) VEHICLE	3-15-0011-021	FM2505-15	819,000	0	819,000	819,000	100%	40%	81,900	0	81,900
2015	Lanai Airport	ACQUIRE ONE 1500-GALLON AIRCRAFT RESCUE & FIRE FIGHTING (ARFF) VEHICLE	3-15-0012-019	FM4504-15	819,000	0	819,000	819,000	100%	40%	81,900	0	81,900
2015	Kalaheo Airport	CONSTRUCT T-HANGAR BUILDINGS	3-15-0014-017	AO5021-10	4,000,000	0	4,000,000	4,000,000	100%	40%	583,790	0	583,790
2015	Kalaheo Airport	REHABILITATE BUILDING (HANGAR 110) - PHASE IV	3-15-0014-018	AO5021-14	3,073,000	1,994	3,071,006	3,071,006	100%	40%	937,000	0	937,000
TOTAL					108,508,567	41,621,015	66,887,552	66,510,386			35,010,551	10,745,022	24,265,529



U.S. Department
of Transportation
**Federal Highway
Administration**

Hawaii Federal-aid Division

October 2, 2015

300 Ala Moana Blvd, Rm 3-306
Box 50206
Honolulu, Hawaii 96850
Phone: (808) 541-2700
Fax: (808) 541-2704

In Reply Refer To:
HDA-HI

Mr. Ford N. Fuchigami
Director
State of Hawaii Department of Transportation
869 Punchbowl Street, Suite 500
Honolulu, HI 96813

Dear Mr. Fuchigami:

Congratulations on reducing the unexpended federal obligation balance, or "Pipeline," by \$100,964,597 and the number of open projects by 49 during fiscal year (FY) 2015. As of the end of FY 2015 (September 30, 2015), the Pipeline balance is \$656,577,268 on 531 open projects. In FY 2014, the Pipeline closed at \$757,541,865 on 580 open projects. This year's Pipeline balance reduction is the largest drop in the last 5 years and is the lowest it has been since FY 2002. This is a significant accomplishment and I greatly appreciate your leadership. I commend you and your staff on the continued progress.

While the number of open projects fell short of the 500 goal set for FY 2015, the dollar reduction surpassed the \$680,250,000 goal and puts the state well on track to meet the \$450,000,000 goal set for the end of FY 2018. Enclosed are a summary table and charts that further break down the Pipeline totals, along with charts on the Pipeline balances over the past several years, the monthly federal reimbursements for FY 2015, and the number of open projects over the last five years.

We look forward to our continued collaboration in FY 2016 to improve project delivery and maintain these positive trends with a particular focus on project closures. Thank you again for your full attention and cooperation to resolve both the project and program issues that contribute to the Pipeline.

Sincerely yours,

Mayela Sosa
Division Administrator

Enclosures

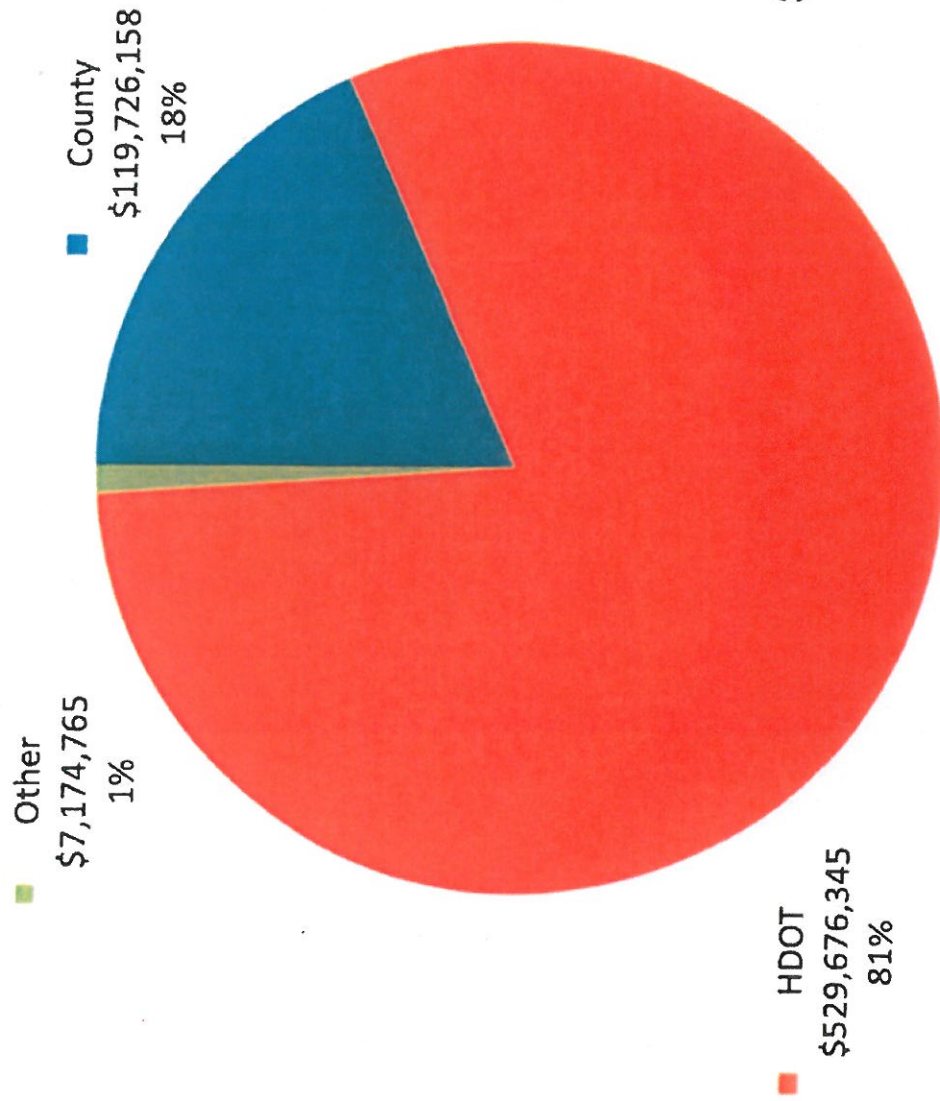
cc: Edwin Sniffen, Deputy Director
Ray McCormick, Highways Administrator
HWY-A
HDOT Districts
Michael Formby, DTS
Larry Dill, Kauai County DPW
David Goode, Maui County DPW
Warren Lee, Hawaii County DPW
Brian Gibson, Executive Director, Oahu MPO

Hawaii "Pipeline"

FY 2015 End of Year Summary Table

Sponsor, Location	Open Projects	% of Open Projects	Unexpended Federal Obligations	% of Unexpended Obligations
County	142	27%	\$119,726,158	18%
- Hawaii	22	4%	\$34,584,968	5%
- Honolulu	56	11%	\$44,742,558	7%
- Kauai	26	5%	\$19,117,747	3%
- Maui	38	7%	\$21,280,885	3%
HDOT	376	71%	\$529,676,345	81%
- Hawaii	75	14%	\$134,553,702	20%
- Kauai	42	8%	\$44,417,398	7%
- Maui	51	10%	\$52,257,625	8%
- Oahu	141	27%	\$260,698,980	40%
- Various	67	13%	\$37,748,641	6%
Other	13	2%	\$7,174,765	1%
- Oahu	8	2%	\$4,903,264	1%
- Various	5	1%	\$2,271,501	0%
Grand Total	531		\$656,577,268	

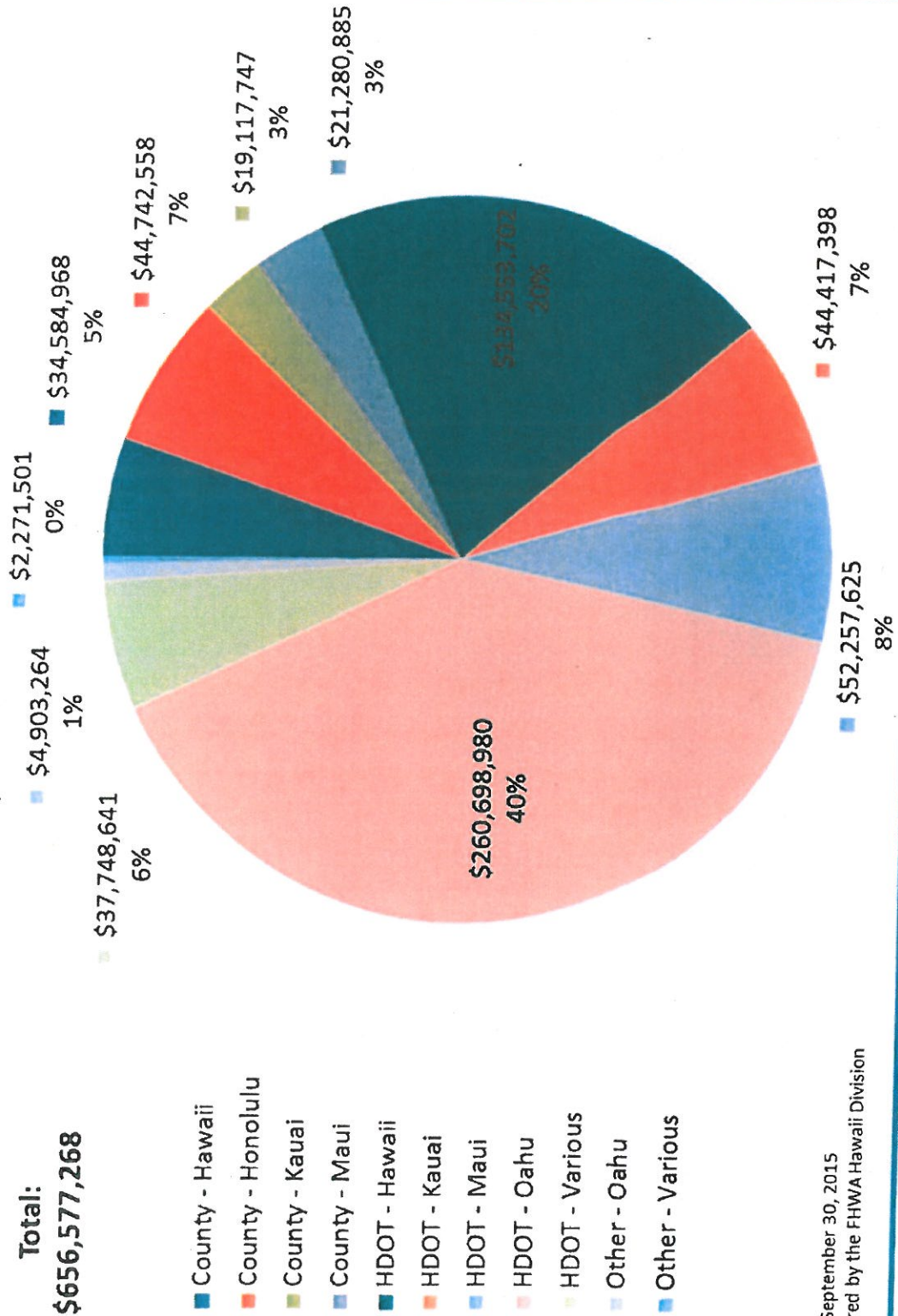
Hawaii Unexpended Federal Obligations End of FY 2015



Total:
\$656,577,268

Hawaii Unexpended Federal Obligations End of FY 2015

Total:
\$656,577,268



Hawaii Open Projects End of FY 2015

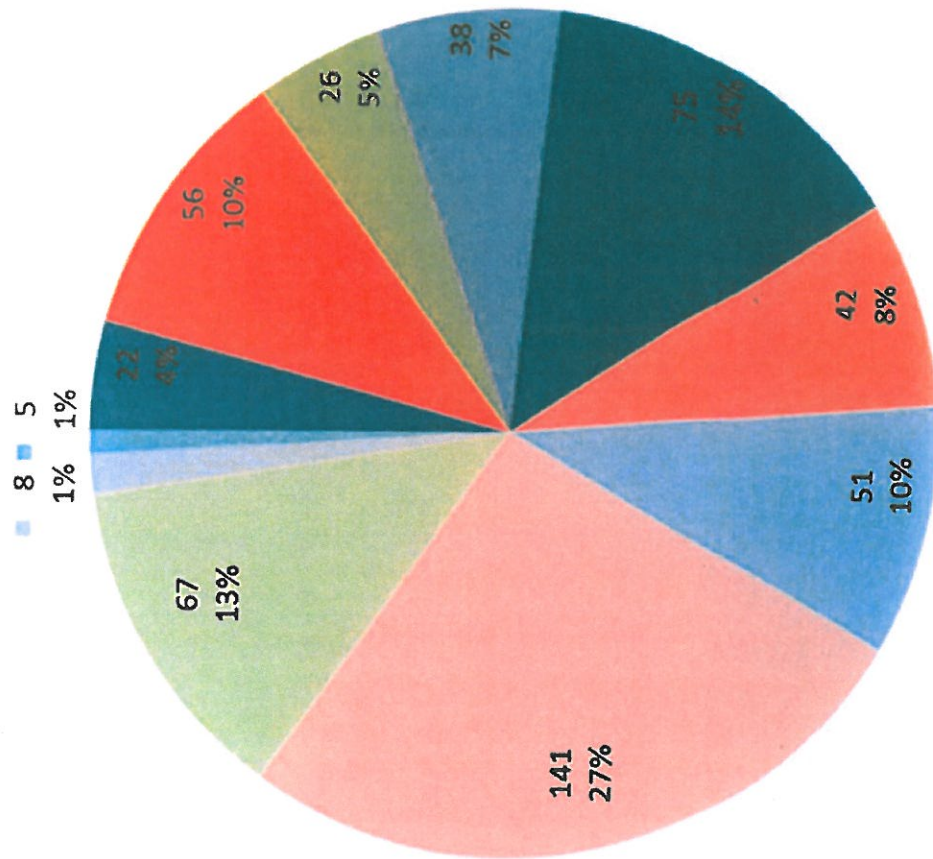
Total: 531

HDOT: 71%

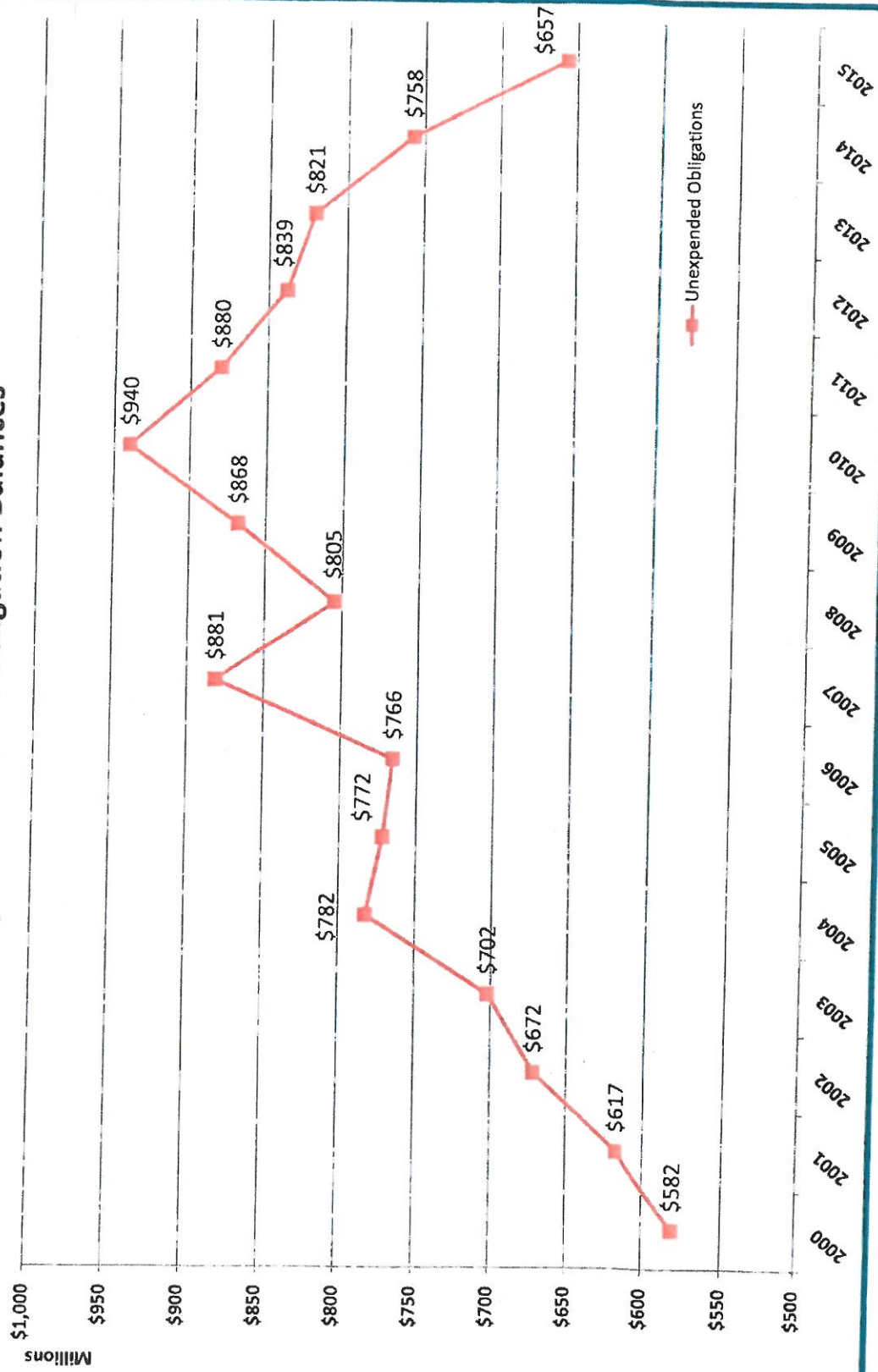
Counties: 27%

Other: 2%

- County - Hawaii
- County - Honolulu
- County - Kauai
- County - Maui
- HDOT - Hawaii
- HDOT - Kauai
- HDOT - Maui
- HDOT - Oahu
- HDOT - Various
- Other - Oahu
- Other - Various



Hawaii End of Fiscal Year Unexpended Federal Obligation Balances



Expenditure Goal Attainment for the Year: 86%
Average Number of Monthly Bills: 1.67
Monthly Average: \$16.7m



Hawaii Open Federal Projects End of Fiscal Year 2010-2015

